

Harvey, a Methodist minister of the vicinity, published a little book advocating spiritualism. When he moved away the mania gradually died out.

TAXES THEN AND NOW.

D. G. Smith was the first collector of city taxes in 1851. He still has his duplicate and it presents some interesting comparisons to the taxes levied today. The property of Dr. Thomas Sweet, now owned by Mrs. R. Manville, was assessed at \$1,200. and the tax paid was \$18.; that of G. A. Whiting on River street, now owned by Samuel Moon, was assessed at \$250., tax paid, \$3 75; that of Homer Grennell on Church street, now owned by James Stott, assessed \$500.

tax paid, \$7 50; that of Thos. Gillespie on North Church street, where Mrs. McMullen now resides, assessed \$900., tax paid, \$13.50.

In the matter of comparisons it may also be interesting to read some prices from the market list of March, 1845. The newspaper said that the market was barer than usual at that season of most kinds of produce, flour perhaps excepted, of which there was a full supply. It sold by the load at \$4.75 to \$5.00; buckwheat, about \$1.25; corn meal, \$1.00; butter scarce at 12 to 12½ cents; cheese, 5 to 6 cents; lard 8 to 9 cents; hams, 7 to 9 cents; beef, \$1.00 per cwt.; poultry, 6 cents per pound; eggs plenty at 12½ cents per dozen; potatoes, 37½ to 50 cents per bushel; hay, \$3.00 to \$6.00 per ton.

A LIST OF SCHOLARS.

Perhaps the best way to get at some family names of years ago is to quote the list of pupils in A. M. Jefford's school in 1840. It was as follows:

Susan A. Berry, L. A. and Henry Burlingame, Ellen E. Hughes, Adaline M. Grennell, Elsie Love, Maria Peck, T. S. Rogers, Geo. F. Wilbur, W. Miller, Charles Mills, Asa Race, Solon Farrar, Peter Murphy, Addison, Hannibal and Frank Durfee, Geo. Benjamin, Samuel E. Raynor, W. Birdsall, Allen and Charles Waterbury, Edward Clarkson, John S. Law, Charles Law, George Dickson, Abram Snyder, W. Berry, James Williams, Thomas Jones, Charles Lathrop, Isaac Decker, John Kennen, David Jones, Ann and John Grattan, Mary A. Love, H. M. Williams, S. E. Lazelle, Euphemus Simpson, Jemima Clarkson, Ann S. Law, Marion Law, John Farnham, George

Carr, George Few, Charles and George McAlpine, William Love, C. B. Woodward, George Enmons, Theo. and William Johnson, Robert and Alver Eaton, Daniel Gardner, H. N. Whiting, E. R. Hoadley, Daniel Howell, Elias Powell, Henry Burlingame, Henry Hodgdon

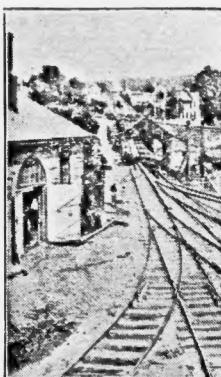
Those who attended S. S. Benedict's school three years previous were nearly the same with the addition of Thomas Dickson, James and Charles Curtis, W. R. Baker, Henry R. Starkweather, E. B. and H. B. Burnham, Alexander Hodgdon, Levi C. Hathaway, George Johnson, James Hodgdon, Perry Farrar, Ammioran Goff, Julian Wilson, Sylvanus Jessup, Edward Jones, Orville Baker, William Mathews and Christopher Grattan.

P. C. Gritman, came here in 1848, just after admission to the bar, and that year was also principal of the Carbondale Institute. His scholars were:

Belle and Mary Linnen, Margaret and Louise Archbald, Margaret and Mary Jane Gillespie, Mary Jane and Sarah Pierce, Lizzie and Sally Bronson, Janet and Sarah Taylor, Helen and Hattie Wurts, Sarah Ann and Martha Ensign, Elsie Love, Adeline Bogart, Tressa Wilson, Debby Russell, Lydia Poor, Emma and Amelia Harris, Fannie Johnson, Mary Nash, Fannie Durfee, Lizzie Mills, Virginia Love, Ellen Kenner, Mary Archbald, Augusta Benedict, Janet Lock, Henry, Bruce and Jerome Wilson, Wellwood and John Gillespie, Eugene and George Benedict, Fred and Ed. Mills, James and Thomas Archbald, Gibson and Meredith Jones, James Henry Johnson, Franklin Decker, Charles Taylor, William Thompson, George Henry Archbald, William Bronson, Lewis Ensign, John Love, Theo. Wurts, Rixford Pierce.

PASSED AWAY.

The J.W. Gravity Road in the early days began and ended in this city. The light track came down by plane through what is now St. Rose Convent grounds to the foot of No. 1, of which we present a picture. From the sweep which stood near where the gas house now is the road crossed the river about where the Sixth Avenue bridge is now and ran close to the rear of all the stores on the west side of Main Street. When the road was opened, and up to the year 1840, the men who ran the engines at the head of the planes only received \$1.25 per day and for three months each winter the road shut down for repairs to avoid the heavy expense of running trains in the snowy season. Superintendant Archbald was of a contrary mind to the majority of people concerning the ill luck of Friday and the operations were always resumed after these



GRAVITY PLANE NO. 1.

suspensions on that day Wm. Ball, who was the